

Following are the Florida DOT District 2 Construction Office's comments to the items in the Request for Comments section of **FHWA-2001-11130, Work Zone Safety** published in the **February 6, 2002, Federal Register** :

1. No. However, if a policy is promoted, it should be in the form of guidance outlining best practices.
2. The provisions of 23 CFR 630, subpart J appear inadequate to cover "all stages" of project evolution as asked in the question. This is based on review of 1996 version of 23 CFR.
3. Stratification of the work zone regulations could work but may prove very cumbersome given all of the variables associated with each individual work site. As for which of the listed factors would be most appropriate, I would look at number of lanes affected, road classification, expected capacity reduction, and duration of reduction.
4. Not a bad idea to have a common National Standard definition of work zones for uniformity. I currently do not have a common National definition to offer.
- 5 - 7. No comments
8. I think FHWA could encourage agencies to incorporate things like use of more durable building products by offering incentive of Fed partial participation of agency maintenance costs of those products on a trial basis until product is proven.
9. Presently, I don't see how user costs would be beneficial in assessing alternative means to design and implement work zones.
The use of the listed analytical tools for evaluation of various design alternatives seem reasonable.
Impact measures are those listed as well as ADT, number of affected lanes, business impacts, queue lengths, duration of lane impacts.
10. Utilities should be addressed by including as part of construction projects the required utility work as a JPA. Also, require better as-built information from the utilities if they are to be allowed to utilize agency/owner R/W. Additionally, fast response type contracts in advance of the construction project can help in some instances.
11. As for traffic enforcement methods and partnerships, the hire-back program is effective for getting necessary law enforcement on active projects to enforce speed limits. TCP development should be expanded to include input from local enforcement agencies via Traffic Operations. I recommend Traffic Operations since, in our case, they are already coordinating TCP development with local governing bodies.
12. Yes, particularly in light of 9/11/01.

13. ADA requirements should be specifically detailed as part of the TCP indicating and accounting for such things as drop offs at curb lines due to milling and resurfacing operations, for example.

14. Responsibility for TCP development should be with the owner, or its hired representative, but input should be solicited from affected entities as mentioned in number 11.

15. Yes, mobility and safety audits should be performed and certified, by the contractor, and assurance performed by the owner.

16. The public can be better informed of impacts of work zone operations via education. This can be performed via media outlets, by demonstrations, by display booths at large events such as fairs. This way the public could be better educated as to what to expect in/on construction projects. The responsibility for this should lie with the owner of the project who is planning the work.

17. Don't we already do this via Public Hearings? However, on projects with major impacts, the contract should address the means and frequency for informing the public on a regular basis.

18. Don't we report this information already?

19-20. No comments.